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THE HONGKONG DISPENSARY.

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HONGKONG, 18th JANUARY, 1904

VERY much has been and is still being
talked of the great value to civilisation of
Russia's Trans-Siberian and Manchurian
railway line, and it is even urged that the
driving of Russia out of Manchuria would
be a loss to the world in general, as destroy-
ing the railway communication between
Paris and the Gulf of Pechili. It must be
admitted that, with Manchuria non-Russian,
the Trans-Siberian line could not well run
down to Dalny, but would have to run to
its originally intended terminus of Vladivo-
stock. In this event it is possible that
Russia might drop the Trans-Siberian mail
service, though should she decide to con-
tinue it the increased time would be com-
paratively slight, the railway journey being
shorter, in partial compensation for the
lengthened sea-voyage. The same applies to
the passenger service. However, we will
refer to a recent writer in the *Norve Vremya*
with regard to the actual value to civilisa-
tion of the great railway, and if we quote
him at some length it is because we prefer
the case to be judged by what a Russian
critic has to say than by anything we could
say ourselves. The writer in question
says:—"And what is it that we export, or
"can export from China? Other nations
"make a great deal of money by the export
"of wool, tea, rice, and silks. Of these
"goods, only the more costly, tea and silks,
"can bear the charges of railway freight
"over ten thousand versts (6,600 miles).
"But the demand for silks is insignificant"
"and the carriage of tea by the railway is
"only artificially maintained by reducing
"the import duty on tea entering over the
"Manchurian frontier by six roubles the
"pud (£40 sterling per ton). If the
"import duty on tea were the same at
"the station, 'Manchuria' and at Odessa,
"every pound of tea would go by sea.
"That is to say, the Siberian and Man-
"churian lines, carrying, let us say, nearly
"the whole of the tea consumed in Russia,
"one and a-half to two million puds (24,000
"to 32,000 tons), earn on the whole dissemi-
"nated to Moscow five roubles per pud (£31
"sterling per ton), or a total of seven and
"a-half to ten million roubles (£800,000 to

"£1,000,000 odd sterling), while the Cas-
"sian Department loses from nine to
"twelve million roubles (£950,000 to
"£1,250,000 sterling). There is very little
"sense in such use of a railway! But, fur-
"ther, Russia would lose absolutely nothing
"if the tea now going *via* Dalny were to go
"by Vladivostok. The cost would not be
"a farthing more, while the railway freight
"would be lessened by the charge for about
"a hundred miles, this route being so much
"shorter railing. Consequently even for
"the carriage of tea this branch of the Man-
"churian Railway south to Port Arthur
"and Dalny is utterly useless to us." The
Norve Vremya writer goes on to show that
the enormous expenditure on harbours,
quays, warehouses, etc., is wasted com-
mercially and will call for tremendous sums of
public money for many years, while the
aim is impracticable. The "civilising mis-
sion," in fact, to which Russia lays claim,
does not appeal to this Russian, who has
the insight to see that it is an empty ex-
pression, the programme of which will
drain the country of enormous resources.
An opposite criticism of the alleged mis-
sion may here be quoted from the Moscow
correspondent of the *Standard*. He says:—
"For half a dozen years past all the resour-
ces of the Empire have been steadily
"directed towards the Pacific. With what
"object? Assuredly none of those so
"assiduously promulgated by Russia; not
"in any disinterested 'civilising mission in
"the Far East'; not with the unselfish
"desire to provide the 'commerce of the
"world' with a short cut across the hemi-
"spheres; not to champion the cause of the
"white man against the 'yellow peril'. Yet
"all these high-sounding 'missions' have
"been set forth as Russia's objects in spend-
"ing upon an impracticable railway across
"two continents more treasure than
"is wasted in many a modern war."
To resume: Of course—and this is a
side of the question on which the *Norve*
Vremya writer does not touch—throwing
aside the pretence of a mission and frankly
admitting that the dominion of the whole of
Northern Asia is what she aims at, Russia
can justify her more than lavish outpouring
of money, raised with difficulty, and bring-
ing back no visible return. But it is just
this which Russia cannot afford to do. To
have any chance of success, she must lay
claim to a mission, must offer the world
quicker mail and passenger service, and must
ask only for ice-free harbours and facilities
for the expansion of her commerce. Then
she is confronted with the difficulty of
answering questioners like that in the
Norve Vremya, who asks why all this money
is being spent on the Manchurian railway
and works connected with it, when Vladivo-
stock will serve better and cost immeasurably
less. The London *Standard*, referring to
the article which we first quoted, says that
the Russian, thanks to the repeated utter-
ances of responsible papers, all more or less
in the same strain, is becoming accustomed
to the idea of the abandonment of the
Southern branch of the Manchurian line,
from Kharbin to Port Arthur. Well, this
may be so, but unfortunately the executive
part of Russia, the Government, is little
affected; though the *Standard* suggests that
it may not be altogether without high official
approval that the Russian Press is thus
assiduously building a bridge over which
Russia, if need arise, may effect a graceful
retreat when the present position becomes
untenable in Manchuria. This is an
optimistic suggestion, which we should like
to think true. The next weeks, if not days,
should show what amount of reason there
is in it. The loss of the Manchurian line
is one which can be easily got over by Civilisa-
tion. It was built by aggression and
dishonest diplomacy. Many other very
useful railway lines might be constructed
by similar means in various parts of the
world, for instance across Southern Asia.
But we can hardly imagine that Civilisation,
cynical as it is wont to be, would feel called
upon to approve of them because they
shortened mail and passenger traffic. There
are other principles, more vital to the
comity of nations, at stake in this Northern
complication.

Hon. W. Chatham, Director of Public Works,
goes home on the 1st April on leave. During
his absence Mr. P. H. Jones, Assistant D.P.W.,
will act in his stead.

On Monday next, at the P.W.D. offices,
there will be offered for sale by public auction
one lot of Crown land south of Bowen Road,
Inland Lot No. 1,711. Its area is 40,347 square
feet, annual rental \$278, and upset price \$10,086.

We are officially authorised to state that sub-
ject to audit, the directors of the Hongkong and
Shanghai Banking Corporation will recommend
at the forthcoming meeting a dividend of
£1.10s. per share, a bonus of 10s. per share,
add to the reserve fund \$500,000, and carry
forward about \$1,400,000.

The Government is reported to be con-
templating the reduction of the Cape garrison
to 14,000 men, or only 5,000 more than in the
days before the war.

Great Britain and Japan together can num-
ber 74 battleships, Russia and France 63. The
two new ships bought from Chile have a fire-
power equal to that of an army of 30,000 men.

A motor-car driven by a Chinese gentleman
attracted some attention in Queen's Road
yesterday. An old man hung on in the rear,
his charge apparently being two children who
sat in the body of the vehicle.

A marriage is announced to have been arranged between Mr. Bertram Brooke, second son
of the Rajah of Sarawak, and Gladys, only
daughter of Mr. Walter Palmer, M.P., of the
well-known Reading firm.

The recently-purchased Chilean battle-ship
Libertad, now the property of the British Gov-
ernment, is to be named the *Triumph*, taking
the place on the Navy List of the recently
withdrawn ship of that name, which formerly
did guard duty on the Pacific Station.

Mr. Moody, Secretary of the United States
Navy, recommends, amongst other naval require-
ments, the formation of a general staff, the
fortification of Guam, Midway Island, and
Subig Bay in the Pacific, and the establish-
ment of a naval base in the latter, and of a dock-
yard at Olongapo.

H.R.H. the Crown Prince of Portugal,
Don Luiz Filipe, starts in March on a tour
through the Portuguese and British Colonies
in Africa and India. It is hoped that he may
come on to Timor and Macao. He completes
his 17th year on the 21st March next and
will apparently commence his tour immediately
afterwards.

This is Hindu reform with a vengeance. A
Calcutta paper says that from March next, a
double admission fee and double tuition fee will
be charged in the Central Hindu College,
Benares, for all married boys in the Xth and
IXth classes, the Matriculation class, and the
one below it. In the lower classes married boys
are not admitted.

It is asserted on good authority from Peking
that China is not opposing the scheme for em-
ploying Chinese coolie labour in the Transvaal,
the *L. & C. Express* says. Wu Ting-fang
hopes the Government will assist the scheme,
and relieve the pressure of over-population in
the Southern provinces. The rebellion in the
South, he points out, is not so much a political
movement as a resort by the unemployed to
brigandage and pillage in order to live.

On Saturday, 23rd inst. at noon, Mr. Geo. P.
Lammert will offer for sale by public auction
the s.s. *Sauchoing* at Hillier Street wharf. She
is a twin-screw steamer of the following dimen-
sions and tonnage:—Length over all 290 feet;
breadth at deck level 33 feet; depth of hold 9
feet; gross tonnage 951 tons; nett tonnage 770
tons. She is fitted throughout with electric
light, and holds a Hongkong passenger's cer-
tificate, and can carry 1,100 Chinese and 26 saloon
passengers.

The *L. & C. Express* writes:—"We do not
intend to refer to the renewed troubles of the
silver market, for apparently despite all efforts
silver is of no account in these days. "The
present volume of silver stored in the vaults of
the Treasury is equivalent to nearly 500 car-loads
of 30 tons each. It would cost \$400,000 to re-
count it." Presumably the counting cost is
stated in gold dollars. But just look at the
mass: 15,000 tons of silver! There scarcely
seems the necessity of quoting or talking of it
by the ounce.

The death is announced of Surgeon-Colonel
Sir G. Thomson, formerly of the Indian
Medical Service. Sir George Thomson, K.C.B.,
was sixty years old, and entered the Indian
Medical Service in 1865, retiring in 1898. He
served with the Chitral and Tirah Expeditions.
He was mentioned in despatches and decorated
for his distinguished services. Earlier he had
also served in the Afghan war with such conspic-
uous success that he received the thanks of the
Indian Government, besides other marks of
honour.—The death is also announced of Capt.
Charles Lindsay Orr-Ewing, who sat for the Ayr
Burghs since 1895 in the Conservative interest.
He held a commission in the 3rd Argyll and
Sutherland Highlanders from 1889 to 1889.

The following is the full text of a Reuters
telegram of the 28th ult., only part of which
was wired out here:—"The acuteness of the
Russo-Japanese crisis is evoking an earnest
examination of the probabilities regarding the
attitude of the different Powers. British
Ministers are silent; but reports from Paris
and Berlin suggest that some intimation has
been conveyed to both of these capitals that
Great Britain will not be an idle spectator of
the conflict in certain eventualities, and notably
if a third Power interposed in favour of Russia.
It is interesting to note in this connection that
despatches from Peking, while declaring that
China is determined to keep neutral, if possible,
hint at Russia seeking to provoke China into
hostilities; and M. de Lessar, the Russian Minis-
ter at Peking, is quoted as saying 'We shall pull
the pig-tails till they bite.' The question is,
therefore, discussed whether Chinese interven-
tion would entail France siding with Russia,
and consequently Great Britain with Japan.
Some of the English newspapers are urging
the British Government to unhesitatingly draw
the sword for Japan the moment war breaks
out, but the majority recommend calm and
extreme watchfulness.

The military attaché of the Japanese Legation
at Rome left on the 10th ult., having been
recalled by telegraph to Japan. His departure
was much commented on at the time.

The *Norve Vremya* last month announced
that the survey for a railway from Urga to
Peking has been completed, and that every-
thing is in readiness for constructing such a
highly important line of railway.

A letter appeared in the London *Times* at the
end of December from Mr. H. H. Capper, Editor
of the *Times of Ceylon*, pointing out that in
Ceylon tea is the pivot of Mr. Chamberlain's
scheme, and urging that no appointment be
made on the Tariff Commission without re-
ference to the Ceylon Chamber of Commerce.

According to the statistics of the late war in
China it appears that of the German marine in-
fantry some 74 men in all fell on the battlefield
or died later in consequence of wounds, &c. These
74 men have been interred in the cemetery at
Peking, and the German Imperial Navy has
now taken up the plan of erecting a monument
in remembrance of the victims of the war. A
suitable place for such a monument has already
been found, the necessary funds obtained by
voluntary collections are nearly complete, and
the matter will be put into practical working
very shortly.

Dr. Morrison telegraphed to the *Times* on
the 11th ult.—Another telegram from S.
Petersburg was circulated in Peking yesterday.
It announces that Russia accepts the Japanese
demands regarding Corea with certain modifi-
cations. The question of the evacuation of
Manchuria is to be left in abeyance. It is
undeniable that the repetition of such mes-
sages coupled with the long delay, is having
a tendency to shake China's confidence in
Japan, and to influence the Chinese to con-
sider more favourably Russian demands re-
garding Manchuria. Lien-fang, the only
Minister of the *Waiwupu* who speaks a foreign
language, has resumed close relations with the
Russian Legation, while the weight of the
French Minister's influence is naturally used
in advising China to come to a speedy agree-
ment with Russia and legalise the
Russian position in Manchuria. Prince
Ching is always irresolute, but Na-tung,
whose reappointment to the *Waiwupu* is
advantageous to Japan, stands firm and declines
to believe inspired telegrams from S. Peters-
burg.

THE VOLUNTEERS.

The Volunteer Engineers turn out for drill
on the electric light runs (searchlights) on
Tuesday, 19th, at Lyceum, and Tuesday, 26th,
at Belcher's and Stonecutters'. Launch
arrangements will be made.

PORTUGUESE MINISTER IN
HONGKONG.

The Portuguese Minister to Peking, H.E.
Conselheiro Jose d'Azavedo Castello do Branco,
who arrived at Macao from Europe *via*
Hongkong not long ago, returned here by the
s.s. *Heunggha* on Monday H. left for
Shanghai by the M.M. mail s.s. *Ernest Simons*
last evening, being accompanied on board by
Conselheiro A. G. Romano (Consul-General for
Portugal). After spending eight or ten days
at Shanghai H.E. will proceed to Peking *via*
Tientsin.

AFFAIRS IN TIBET.

The Chinese Resident in Tibet, according
to the *P. & T. Times*, wires that the Russians
are building forts within the territory and
making active preparations to resist the British
advance, and are even desirous of transferring
some of the troops in Manchuria to Tibet. He
is of the opinion trouble may occur there at
any time, and urges the Wai Wu Pu to send a
specially able official to his assistance.

CORRESPONDENCE.

REFUSE-DUMPING IN THE
HARBOUR.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 12th January.
SIR,—In your issue of this date, under the
heading of "Hongkong Jettings," I notice that
reference is made to the throwing of refuse into
the harbour by the Government scavenging
contractor's men. There is no doubt that, in
the absence of the sanitary inspectors, the
contractor's men have often dumped refuse into
the sea while the dust-boats are along the Praya,
or while they are on their way to the depot, as
that would save them the trouble of carrying
the refuse on shore again thither. But is there
not a clause in the present scavenging contract
stipulating that the contractor shall see that
the whole of the City refuse be deposited at
the depot on land at Tsim Wan Bay not less
than ten feet above high-water mark and be
there burnt? Now that the plague season is
coming on and the sanitary regulations are
being strenuously enforced, perhaps some of
our energetic unofficial members of the Sanitary
Board will find out the reason why such an
important clause of the contract should be
treated as a dead letter? At any rate a reliable
watchman should be appointed to supervise the
burning of the refuse and keep a look-out on
the dust-boats while they are on their way to
the depot.—Yours faithfully,
SANITATION.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR OWN CORRESPONDENTS.]

THE NORTHERN CRISIS.

LONDON, 12th January, 11.45 a.m.

JAPAN'S SIGNIFICANT REQUEST
TO CHINA.

Dr. Morrison, the *Times* correspondent
at Peking, says that the Chinese Minister
to Tokyo has telegraphed to Prince Ching
at the request of the Japanese Foreign
Office, that the Russian reply to Japan is
unacceptable, and unless Russia recedes
Japan will be compelled to resort to arms
promptly. Japan therefore requests China
to observe strict neutrality, taking special
care against any aggression against foreign-
ers in Shantung or Yunnan.

GENERAL NEWS.

LONDON, 12th January, 11.45 a.m.

THE SOMALAND CAMPAIGN.

The Mullah's men have been de-
feated at Jiddalli, one thousand dervishes being
killed. Captain Bowen Smith, Lieut.
Welland and nine natives were killed on
the British side, Captain Lister is missing,
and nine British officers and five men and
seventeen native soldiers wounded.

LONDON, 11th January, 12.50 p.m.

S.S. "CLALLAM" WRECKED;
53 DROWNED.

The s.s. *Clallam* has been wrecked, in a
gale, on Smith's Island, Vancouver. Fifty-
three people were drowned.

[This telegram will be of interest to
residents from the eastern shores of the
Pacific. The *Clallam*, has had a short
career; she was only built last year, and
has now thrown her bones up on the beach
near Vancouver. She was a wooden screw
coaster of 672 gross tons; 368 nett tons. Re-
cently she was commanded by Capt. G. Roberts,
but we cannot, of course, say whether he was in
charge of her when the accident occurred. She
was built by order of the Puget Sound Naviga-
tion Co., Port Townsend, Washington, at Mr.
E. W. Heath's works, Tacoma, Washington;
her engines were supplied by the Lake Erie
Boiler Works, Buffalo. She was a two-deck
steamer with considerable passenger accommo-
dation. The appalling loss of life has, no doubt,
caused considerable distress in N.W. America.
—Ed. D.P.]

REUTER'S SERVICE.

THE NORTHERN CRISIS.

LONDON, 10th January.

According to trustworthy diplomatic infor-
mation received (at or from?) Peking, the
Russian reply, although conciliatory in tone, is
unsatisfactory in substance. Japan desires
further delay in order to complete her pre-
parations, and therefore continues negotiations.
The prospects of war before the spring
continue very strong.

A FISCAL PLEBISCITE.

Our readers' attention is called to the fact
that a plebiscite will be taken in the Chamber
of Commerce Room, City Hall, at or before
4 p.m. on Saturday next, to ascertain
the views of British subjects resident in
Hongkong on the fiscal policy now being
enunciated by Mr. Chamberlain. Voting
papers are now ready for signature. It is
to be hoped that as many as possible will
record their opinions, as the figures should
be interesting. By way of stimulating interest
in the plebiscite we shall publish to-morrow
an article by an "Occasional Contributor" setting
forth a few arguments in opposition to the
proposed change. From what we know of the
general sentiment of the Colony on the subject,
it is safe to assume that any argument advanced
by our contributor in favour of the present
policy will not remain uncontested. Our
columns will be open for the discussion of the
subject until the plebiscite is completed.

WEATHER REPORT.

The Hongkong Observatory yesterday issued
the following report

On the 12th at 11.50a.—The barometer has
risen slightly over E. Japan, fallen over China,
particularly in the North.

The high pressure area is central over W.
Japan, and a depression appears to be moving
Eastwards over N. China.

The monsoon is temporarily interrupted on
the China coast. Moderate monsoon over the
N. part of the China Sea.

Forecast:—E. winds, moderate to light; fair.

NAVAL APPOINTMENTS.

The following appointments have been made
at the Admiralty:—

Commander.—T. L. Shelford, to the *Glory*
(N.), on recommissioning.
Lieutenants.—C. D. Cargill, to the *Glory*,
1st and 2nd, on recommissioning; T. T. Hardy (B.),
G. L. Saurin, W. B. Mackenzie, H. B.
Kingdon, and R. S. Snoddy, to the *Glory*,
additional, to date Dec. 22, and on recommission-
ing; H. L. Dicks, 1st and 2nd, and H. C. Pocock
(of the *King Alfred*), S. R. Miller, to the *King*
Alfred (G.), to date Dec. 22, and to the *Tanar*
(G.), undated; F. L. Attenborough (T.), and H.
Stansbury (G.), to the *King Alfred*, undated.

Fleet Surgeons.—C. W. Buchanan-Hamilton,
to the *Glory*, on recommissioning, undated; G.
E. Geoghegan, to the *King Alfred*, for voyage
home, undated; G. Wilson, M. B., to the *King*
Alfred, on commissioning, to date Dec. 22, and
to the *Leviathan*, undated.

Surgeons.—J. Martin and R. F. MacMahon,
to the *King Alfred*, to date Dec. 22; and to the
Glory, on recommissioning, undated; J.
Thornhill, to the *Kinsale*; H. Haskisson and
J. G. Wallis, to the *King Alfred*, for voyage
home, undated.

Sub-Lieutenants.—J. C. Davis and F. E. H.
G. Hobart, to the *Glory*, on recommissioning.
Engineer-Commanders.—W. Hines, to the
King Alfred, to date Dec. 22; and J. S.
Watch, to the *Glory*, on recommissioning.

Engineer-Lieutenants.—W. G. Colquhoun,
to the *King Alfred*, to date Dec. 22; F. G.
Haddy, to the *Glory*, on recommissioning; and
C. Main, to the *Ocean*, undated.

Engineer-Sub-Lieutenants.—G. W. Bodel, to
the *Glory*, on recommissioning; P. Roore, to the
Anphitrite, E. Groves, F. J. Pedrick, and G.
E. McEwen, to the *King Alfred*, undated; C.
L. J. Riven and H. L. Hammond, to the *King*
Alfred, to date Dec. 22, and to the *Glory*, on
recommissioning; C. B. F. Le W. Rock, to the
King Alfred, to date Dec. 22, and to the *Kinsale*,
on recommissioning; and A. V. Eldridge, to the
King Alfred, undated.

Paymasters.—C. H. Rowe, to the *King*
Alfred, to date Dec. 22.
Midshipmen.—W. H. N. Young, E. Brooke,
and E. P. U. Broad, to the *Cross*, A. S. Hyde
Smith and E. W. Bulteel, to the *Blenheim*, and
H. R. Troup, to the *Albion*, to date Dec. 22; S.
P. Beatty to the *Albion*, J. T. Tenison and
C. P. Ventrice, to the *Ocean*, G. S. White to the
Eclipse, and R. Poore, to the *Glory*, additional
and on recommissioning, undated.

R.H.K.Y.C.

There will be a Ladies' Race for prizes kindly
presented by Mrs. C. G. Robinson and Staff-
Surgeon F. W. Parker, R.N., on Saturday, the
30th instant. Course—Channel Rocks (star-
board). Start 2.30 p.m.

Handicap:—
Vernon, *Dione*, *Elaph*, scratch.
Alben, 45 sec.
Alannah, 2 minutes.
One-design class, 3.20.
Iris, 4.40.
Gloria, 4.20.
Chanticleer, 5.
Doreen, 5.20.
Payno, 7.00.

The handicap for the reailed Commodore's
Cup race was revised at the Committee meeting
on Thursday last, and is as follows:—

Vernon } scratch.
Dione }
Elaph }
Alben, 2.15.
Alannah, 6.
One-design class, 10.
Iris, 13.
Gloria, 14.
Chanticleer, 15.
Doreen, 16.

Particulars as to course, etc., have been pre-
viously published.

LATE TELEGRAMS.

[VIA SHANGHAI.]

THE TIBETAN MISSION.

Calcutta, 25th December.

A Press communiqué regarding the Tibet
Mission has been issued, and states that
General Macdonald, with the advanced party
of the Mission and escort, has reached Phari
after having reconnoitred the Tang-la Pass,
over the main chain of the Himalayas. There
was no opposition at any stage. The inhabi-
tants of the Chumbi Valley brought in supplies
and sold 100 mules to the Mission. They are
also arranging for the carriage of the Mission's
supplies on the contract system between
Chumbi, where Colonel Younghusband has
halted at present until supplies can be sent on,
and the head of the mule road on the Rangpo
River in Sikkim. Colonel Younghusband has
been visited at Chumbi by the Phari Jongpen,
or district officer, who stated that no resistance
would be offered to the Mission, and that
supplies would be furnished.

Calcutta, 29th December.

The latest advices from Tibet state that the
Mission's occupation of the important post of
Phari will probably have a far-reaching effect
in the Chumbi Valley, and that the Bhutan-
Tibetan force which had collected in the rear of
Khambojong disappeared after the Mission
withdrew from that post. The advance of the
British over the Jelap La has evidently been a
complete surprise to the Tibetans; and the
occupation of the fort which practically domi-
nates the Chumbi Valley and the road to Tibet
may, perhaps, end in a satisfactory termination
of the business. General Macdonald left 20y
r 300 Gurkhas at Phari and is now camping
in the valley, 15 miles off. The Tibetans have
a saying "When the English come to Lhasa
rice will grow at Phari," so impossible do they
think it for the British force to reach their
capital. The troops continue to bear the intense
cold satisfactorily.

SUPREME COURT.

Tuesday, 12th January.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR A. G. WISE
(PUNISH JUDGE).

CLAIM BY A CONTRACTOR.

The Yow Lee firm claimed from Tsai Tsung the sum of \$965.97, being the balance due for work and labour done and materials supplied in respect of the buildings on Marine Lot No. 135, Mr. E. J. Crist, of Messrs. Wilkinson and Crist, solicitors, appeared for the plaintiff, and Mr. R. Harding, of Messrs. Ewens and Harston, solicitors, for the defendant.

Before the commencement of the hearing of the case, Mr. Crist said he was informed by Mr. F. X. d'Almeida (who was in Court) that the defendant was a partner in the Wai Ty firm, in respect of which a receiving order had been recently made. In that case he could not proceed with the case.

Mr. Harding said he understood that the defendant was a different man altogether. The defendant on being called up said he was not a partner in the firm named.

Mr. A. Turner was the first witness called. He deposed that he was the architect in respect of work being done on the lot in question, the Tsai Tsung firm being the contractor. Some months ago the contractor ran away. A man named Sheng Ty took over the contract. After a time he said he could not carry it out, and an arrangement was made whereby the defendant Tsai Tsung took it over from him. There was some concrete work to be done which was not completed. It was not finished yet. Most of the concrete work had been done since Tsai Tsung took over the contract. Also there was some work to be done in the way of fixing the iron pillars; all of this had been done since the taking over of the contract.

Mr. Harding was proceeding to cross-question Mr. Turner with reference to whether or no it was the custom in Hongkong for a contractor who took over a contract from another contractor to assume liability for the other's arrears debts, when Mr. Crist said he did not intend to seek recovery of the original contractor's arrears. There were some \$500 arrears, so that the amount claimed would be about \$450.

His Lordship said that at any rate he could not have allowed that part of the claim. After the examination of Chinese witnesses the case was adjourned till Friday next.

POLICE COURT.

Tuesday, 12th January.

BEFORE MR. T. SERCOMBE SMITH (POLICE
MAGISTRATE).

OPIUM CASE.

Remanded from Saturday last, the case in which Wong Yun, keeper of the Kowloon Godown Company's warehouses, was charged with being in possession of opium in excess of the amount provided for by his certificate was again called on yesterday. The facts of this case were reported in these columns on Monday last.

Doctor Macfarlane, called and sworn, said that he had the direction of the sanitary work in Kowloon City. Macdonnell Road is in his district. On Thursday last no one was ordered by him to inspect or measure any houses in that road. No instructions were given to any sanitary inspector to go to No. 42, either on that date or at any other time. If anyone went it was without authority. Witness alone had authority to give instructions for such inspections.

Wong Hing, a member of the firm of Tuk Hing, called and sworn, deposed that his firm's business was grocery, at Kowloon City. His firm buys tea from Lim Chun. They sell tea in paper bags bearing the dealer's chop. Samples of the bags were produced. The bag in which the opium, the subject-matter of this case, was found, was produced. Witness said it did not come from his shop. They had no bags of that size. He did not know defendant. He did not sell any tea to anybody from No. 42.

Defendant denied all knowledge of the opium, and said it was not his. This concluded the case. His Worship said the defendant was charged with being in possession of 1 1/2 lb. of opium in excess of that provided for by his certificate. The point he had to consider was whether it was in his possession within the meaning of the ordinance. The defendant had said that the opium was not his but had been put in his cubicle. Regarding this, the evidence of the inmates of No. 42 went to show that a man calling himself a sanitary inspector had called at the house and made certain measurements in the morning, and that when later in the day a man stating he was an excise officer called with a warrant to search for opium, he was immediately recognised as the self-styled sanitary inspector. On this point the evidence on behalf of the defence was clear and incontrovertible. His Worship had made enquiries, and found that at 9.30 a.m. on the Friday morning the excise officer had appeared at the Magistracy and got a warrant signed. His story is that he then returned to the opium-farmer's and looked up the warrant, and then went on his beat. Later in the evening he executed the warrant. He was seen at the Yau-mat Wharf at 11 a.m. that morning, but his whereabouts were unknown between 9.30 and 11 o'clock. During that time he had ample opportunity to visit the house No. 42 and place the opium there in readiness for his subsequent visit, and His Worship held that there was no doubt that

of did so. The charge against Wong Yun therefore failed, and he must be discharged. He was discharged accordingly. As regards the excise officer and alleged sanitary inspector, His Worship said he would report the case to the Governor, recommending the man's dismissal, and deportation. In the meantime he called the excise officer Hing San, and told him he had brought a false and malicious charge against Wong Yun. There was no doubt that he had visited the house in the morning and placed the opium just where he subsequently knew where to look for it. For bringing a false and malicious charge he must pay a fine of \$100 or go to gaol for 3 months. He went to gaol.

KIDNAPING.
The case in which Chan Yi was charged with kidnapping Chow Kwai Ngan, and bringing her to Hongkong, in which the accused was released on Friday on bail of \$500, was dismissed yesterday. The girl Ngan testified that the accused did not kidnap her. Accused was her ayah, and had been engaged to escort her to Hongkong, where she had relatives. She paid the passages of herself and her ayah. Accused was discharged.

THE CURRENCY QUESTION.

The *Indian Tropic* Journal calls for an enquiry in India to survey the influence which currency legislation there has had on the country's fortunes, as far as its national products are concerned, and says:—"For the purpose of such an enquiry we cannot do better than recommend all interested in the well-being of India to carefully study the important and most valuable paper submitted in May last by Messrs. Charles W. Conant, Jeremiah W. Jenks, and Edward Brush to the Mexican Government—the Monetary Commission appointed by the Government to exhaustively enquire into the influence of falling exchange upon the return received by Mexico for its products abroad." The *Journal* continues:—"Having said so much, let us quote a few preliminary observations of a broad character from the report, and reproduce the salient points of the conclusions the Commission arrived at after most searching and independent investigation. 'An important element in the influence of falling exchange upon national prosperity is the effect upon the real return received from that part of the national product which is sold abroad. Foreign trade is essentially the exchange of commodities for money. Money serves chiefly as a means for facilitating exchange of goods. The most important question is not how much gold nor how much silver is obtained in the products of a community, but how much in foreign products is obtained in return for a given part of the product of national labour. If a nation in payment for foreign commodities produced by the labour of one man gives up domestic commodities produced by the labour of two men, it is suffering an economic loss, if its own labourers possess the same average productive efficiency as the labourers of other countries.' Here then is a broad and unerring test to measure the influence of falling exchange. The Commissioners took infinite pains to develop in detail this test and examine all facts. And we may here briefly reproduce their final decision: 'Observations from a variety of points of view of the problems of Mexican foreign trade seem to justify the conclusion that Mexico in recent years has given up a growing proportion of the products of her own labour and intellectual efficiency in return for foreign products. If this is due even in part to the monetary system, it is an evil of the most serious character, because it involves a progressive impoverishment of the economic resources of the country and the needless enrichment of those with whom Mexico trades. Let it be remembered here that Mexico produces its own silver, whereas India does not. On the one hand, say the Commissioners, 'fewer foreign products in many cases are received in Mexico for the same amount of gold as in former years, representing a greatly increased expenditure of the resources of the Mexican people, while on the other hand, Mexican products are being given up in increasing quantities for the same gold return, at the cost of a burden steadily growing heavier upon the productive power of Mexican capital and labour.' This in the main is the conclusion arrived at by the Commission. And we have not the least doubt in our own mind that the Commissioners would be obliged to arrive at a similar conclusion, perhaps still more emphatic, if entrusted with a similar exhaustive enquiry in India.

VICTORIA RECREATION CLUB.

FOUR-OARED RACES.

Crews for the V.R.C. four-oared scratch races to take place on Saturday, the 30th inst., have been selected. The races are mainly instituted for the purpose of trying new blood, and getting juniors into form. They will be the first scratch races of the year. If enough crews enter there will also be some gig-races. The crews selected are as follows:—
Thistle:—F. D. Bain (stroke), G. C. Cooke, F. Annett, E. Miller.
Shamrock:—A. Humphreys (stroke), J. J. Watson, W. Goggin, J. H. Seth.
Kornblume:—G. A. S. Alves (stroke), E. P. Musso, P. F. de Silva, A. E. Asger.
Leek:—H. C. Anstee (stroke), H. Loureiro, H. Rapp, A. J. V. Ribeiro.
Rose:—R. C. Wittich (stroke), H. A. Lammer, J. Cruickshank, H. W. Sayer.
Crews for the second race are:
Rose:—G. Wittich (stroke), L. E. Lammer, W. F. Andrews, S. R. Moore.
Leek:—S. M. Gidley (stroke), H. J. W. Gidley, A. Marti, E. Humphreys.
Kornblume:—H. S. Holmes (stroke), F. M. Roza Pereira, O. Humphreys, N. H. Alves.
Shamrock:—F. K. Tuta (stroke), L. A. Musso, J. Lambert, J. M. Roza Pereira.

COREAN NEWS.

Mokpo, 28th December.

THE BANK OF COREA.

The Government is preparing to erect a large building in foreign style in the centre of the city, for use as the Central Bank of Corea. It will be a three-story building and the stones for the foundations are already on the ground. It is intended to establish branches of this bank in all the thirteen provinces. It is not proposed to issue a paper currency, but the Bank will facilitate the transfer of money to and from the provinces by a system of drafts. It will be a bad blow to the highwaymen of the country. The benefit to be derived from the bank will be principally the saving in the transport of money which has always been a severe tax on the Government. But besides this the bank will engage in general banking business. In compensation for a foreign house situated behind the Mulberry Palace and taken over from a French subject by the Korean Government, the Foreign Office has decided to give Yen 7,500.

THE PUSHEUL AMERICAN.

The prefect of Ulsan informs the Government that at the American Mines are thirty-five Americans, seventeen Japanese, and 153 Chinese.

THE CAPTAIN.

Chang Pyong-suk, the Korean who acted as Russian agent in buying up houses at Yong-ampho, has been condemned to the chain-gang for life. The Russian authorities have done nothing to help him. The land asked for by the Russians at the port, and marked out by them, is 6,300 feet long and 425 feet wide.

THE LORDLY LIFE.

In Chi, the chief of the mounted Manchurian bandits, who has lately been making trouble along the Yalu on the Korean side, was caught by Chinese troops and sent to Chofoo, where he was beheaded.

NEW COAL AND OIL DISCOVERIES.

A company has been formed, with Min Yachun at its head, to mine coal and oil in Kamjong and Kangdong.

A NEED OF THE DAY.

The Russian authorities have been trying to purchase lighters in Chemulpo, but up to the present time without success.—N.C.D.N.

FOOTBALL FOR CHINA.

The following amusing paragraph as to what the adoption of the game of football may be likely to do for China is extracted from the *Detroit Tribune*:—

There is no recreation which promises such a remodelling of the Chinese character as football. At the very start it must compel a change of dress, for the typical Chinese garb would be slithered into tags and ribbons in the first scrimmage. The long finger-nails that are a badge of honour, signifying that the owner can afford to disqualify himself for any useful occupation, must go by consent and scissors before the game or be torn out by the roots during the contest. The stressing pigtail must be lopped off short, and the Chinese student can either adopt the chrysanthemum stock of the American gridiron or have his head shaved. No matter how stringent the rules might be regarding foul tactics, the pigtail would offer too strong temptation. What mortal man could pursue an opponent making for a touch down, with that hairy saucy handle stretching back right within his grasp, without laying hold and bringing up the chase? The son of the mandarin, the *Shaoyeh*, heretofore has naturally turned up his nose at the peasant or coolie had and refused to play with him. But football at once begets an all-compelling esprit. The rivalry with the Chinese, as with us, is fierce. Each side wants to win, and it takes a race combination of skill, speed, and brawn to win. When searching for these qualities the men and his station in society are forgotten, in the eagerness to secure the great essentials. When the team lines up, some of the members may be a little chilly at the start, but what sort of caste could hold a fellow down when the game is once on and 22 husky men are fighting for the supremacy with every ounce of force that is in them. Football looks to be the salvation of China.

EDISON'S LATEST MIRACLE.

Mr. Edison, says *Harper's Weekly*, is not a man given to making startling promises which do not result in performance, so that his claim of having at last solved the problem of generating electricity at a trifling cost for common use may be accepted as the announcement of an accomplished fact. And such a fact is little less than a miracle, for it means the production, at will, of an almost limitless and widely adaptable power. The electrical generator which Mr. Edison has perfected after years of toil derives its power from a so-called fuel of marvellous potency. It will make it possible for the day labourer, as well as the millionaire, to light his home with electricity, and have some sort of a motor vehicle. For a few cents a day light and power may be produced in sufficient quantities to supply the needs of any family, and the generator is so simple that any person of ordinary intelligence can act as engineer. In the inventor's own words, 'You can wire your house for electric bells, telephones room to room, or for anything electricity will do, and the batteries in your automobile will operate them. The cost is so trifling after you are provided with your plant that it is not worth mentioning. . . . It has always been my ambition to bring the uses of electricity within the reach of men of moderate means.' Mr. Edison warns the public that there is yet much work to be done before the harvest he has sown can be reaped. But the invention is perfected, and the problem of cheap electrical generation is definitely solved.

THE CHINA SEA FISHERIES.

There is little reason to doubt that enormous fortunes are awaiting enterprising Hongkong residents who sink their money in new ventures in the shape of steam-trawlers. If one considers for an instant, the wonderful facilities of disposing of fish in a country where it is, practically, one of the staple foods, he cannot assume a pessimistic view of such a departure from old-as-Adam methods now in use. The fact that thousands of Chinese—people supporting families running into two figures—can make good profits with their old junks should be quite enough to encourage capitalists. Chinese, always keen on the dollar, would, no doubt, soon enter the field with steam-trawlers too, but the first in is bound to "scoop." Though many narrow-minded people do not seem to realise it, we have innumerable instances of Europeans in the Far East successfully competing with Chinese on their own ground. In many cases, where the one lacks thrift, the other, through lack of education, lacks brains, and thus they are placed on a more or less even footing. In many cases, however, both qualities are found in individuals from each continent. Considering the unlimited wealth in the sea, there is room for all. When two centuries ago a Scotch writer produced a book entitled *Britain's Wealth in the Sea*, he could show even then how important a part was played by the Scottish fishing fleets in the national industry. But what would he have said could he have foreseen the colossal figures of the present day? Between 6,000,000 and 7,000,000 hundredweights of herring alone were landed at British ports in 1900, and year by year the figure grows, subject to occasional setbacks caused by unfavourable weather conditions. A million hundredweights of cod were brought to land during 1900; and of the total catches the great bulk are marketed at the North Sea ports. Yet, in China, where fish, if anything, is in greater demand than in Europe, primitive methods are still in use.

TRADE ROUTES TO YUNNAN.

Appropos of the recent discussion of railway routes to Yunnan in the papers, the reports of the Chinese Imperial Customs for 1902 which have just been received, give the latest official information on developments in that province. In his report on the trade registered at Mengtze, the "port" at which is registered the trade by the Red River route, Mr. Tiberti tells us that the year marked a period of great activity on the part of the French in the province. Early in the year the bridge spanning the river between Luksai and Hekow was opened to traffic by Mr. Doanier, then Governor. Several of French Indo-China. A number of bungalows were constructed at Mengtze for the French were staff, and a French hospital and railway French post-office built. Schools were opened at Yunnan-fu and Mengtze for teaching French. Mining rights in seven districts have been secured by the Anglo-French Mining Syndicate. Railway surveys have proceeded and a new and more direct route to Yunnan-fu has been selected, which, ascending rapidly from Luksai, traverses open, inhabited and picturesque valleys. This will show what the French have done in Yunnan during the last year. It will, of course, be some time before the railway is completed to Yunnan-fu, but it seems certain that it will be open before the British have taken any serious steps to protect their interests in that province. So far as can be seen at present, Burma's trade with Yunnan will not be a rapidly increasing quantity, while, even now, the French route is, on the whole, growing steadily, and when the railway system is completed, must grow rapidly. The lawlessness which hampers the West River route is all to the advantage of the French route.

SHIPPING NOTES.

WEATHER OUTSIDE.

Moderate to fresh monsoon, with dull overcast weather, is reported by arrivals from Singapore; moderate monsoon from Manila; and rather finer to north, e.t.s.—ELENHEIM.

The *Blenheim*, which completed her three years' commission on the China Station on Jan. 1st, may be relieved by the *Andromeda*, a twin screw first class cruiser of 11,000 tons with indices of horse-power of 16,500 and carrying 16 big guns.

The U.S. Navy transport *Kingsley*, which some time ago went ashore in the Philippines, is reported to be a total wreck.

WAR RISKS.

The attitude of shippers of cargo to Japan and of underwriters towards the risks of war is curiously pictured, notes the insurance writer in a copy of the *Times* of about a month ago. There is very little demand for the insurance of cargoes sent other than a dietary sea perils, and shipowners, who may be expected to be the best informed as to the outlook. Some business has been done recently in the insurance of rice cargoes from Rangoon to Japan against the risks of capture, seizure, &c., at nominal rates, and many underwriters cheerfully accepted the risks of January and February shipments for practically nothing. It is, no doubt, the absence of a serious demand which makes them so complacent.

NEW STEAMER FOR CHINA.

The new steamer *Foo Shing* ("Wealth and Promotion") was launched at Walker-on-Tyne by Swan, Hunter, and Wigham-Richardson, Ltd., on 2nd ult. She is a steel screw steamer, built to the order of the Indo-China Steam Navigation Company for their service on the China coast. She is 200 ft. long by 42 ft. beam, and triple-expansion engines, which, as well as the boilers, are being supplied by the builders. The owners were represented at the launch by their superintending engineer, Mr. T. P. Murdoch.

MELBOURNE TO PORT ARTHUR.

Much significance is attached in S. Petersburg to the announcement that arrangements have been concluded for a special line of frozen meat steamers between Melbourne and Port Arthur. It is hoped to extend the Australian meat, butter, and egg trade in the Far East.

DEFINITION OF "A MATE."

When is a mate not a mate? When he is a second mate. Regarding the legal requirements of the Board of Trade, when the term "a mate" is used "a second-mate" will not meet the case, "a first-mate" being required.

THE C.P.R.

Per latest mail we learn the Canadian Pacific Railway Company is issuing in London a sum of £2,808,000 four per cent. consolidated de-

NOTICE.

Owing to the Great Increase in the Furniture Business of Messrs. ACHER & CO., we are requested by them to Resum Management of the Photographic Business hitherto carried on in their name on our behalf. From this date we will continue the Photographic business at the same place under the name of

LONG, HING & CO.

All outstanding credit and debit accounts of the Photographic Business will be collected and settled by us.

Inspection is invited to the New Stock now on view.

LONG, HING & CO.,

PHOTO GOODS DEALERS.

17A, QUEEN'S ROAD CENTRAL.

Hongkong, 21st December, 1903.

THE LAHMEYER ELECTRICAL CO., LD.,
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AND
ELECTRIZITAETS ACTIEN GESELLSCHAFT VORM.
W. LAHMEYER & CO., FRANKFURT A/M.

FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION
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venture stock. About one-half of the amount is for the purpose of paying for the Atlantic steamship line purchased last spring, and the balance for the cost of 471 miles of additional railway constructed and acquired.

A VOYAGE IN THE INTERESTS OF SCIENCE.

The Royal Indian Marine steamer *Investigator* recently made a most interesting voyage of discovery. The laboratory on board contains piscatorial specimens picked up from the bottom of the sea. Two trawlings had been made—one east of the Laccadive Islands; the other away on the west from Ceylon. Some specimens of crustaceans and holothurians were netted. The trawling operations were conducted in water a thousand fathoms deep. It is now opined that the bottom of the sea, even at that enormous depth, must be coated with cinder at least around that portion of the coast of Ceylon which they were in the habit of trawling. South of Ceylon, it seems, is the best place for trawling, and numerous and important specimens of crustacea are often discovered there.

A SEA SERPENT.

One of the most interesting discoveries which the *Investigator* has ever made occurred when the vessel was returning to Calcutta. A long serpent-like body was found wriggling on the surface of the water, between the mainland and an island a quarter-of-a-mile apart. Some of the crew were sent to approach it, and discovered that it was a king cobra. The snake showed fight, and tried to stand up in the water and hurl itself at the sailors, who were somewhat reluctant to approach too near the dangerous quarry. Eventually the cobra was captured by drowning, and hauled aboard. The cobra was evidently passing from the mainland to the island, a quarter of a mile distant.

SEVERE TEST OF A LIFE-SAVING BUOY.

A severe test was made last month of Deen-vig's global life-saving buoy off Skaw, Denmark. A northerly gale was blowing and the breakers were dangerous. A buoy, containing the inventor, a naval Lieutenant and three seamen, was thrown overboard from the cruiser *Heimdal*, 3,400 yards off shore. It rode on the crests of the waves and landed safely in view of the excited crowd. The occupants say that their experience was not disagreeable, and that the jolting of the buoy, when it grounded, was not dangerous.

LATEST STEAMER MOVEMENTS.

The Imperial German mail steamer *Bayern* left Kobe via Nagasaki and Shanghai on the 11th inst., a.m., and may be expected here on the 19th inst.

The Imperial German mail steamer *Gera* left Colombo on the 10th inst., a.m., and may be expected here on the 22nd inst.

The Imperial German mail steamer *Sachsen*, which left yesterday, at noon.

The C.P.R. steamer *Empress of India* arrived at Yokohama at 8.30 a.m. on the 12th inst., and left again at 1 p.m. same day for Kobe, where she is due to arrive at noon on the 13th inst.

The C.N. steamer *Zwinn*, from Australian ports, left Port Darwin on the 11th inst., and is expected here on the 21st inst.

The Indo-China steamer *Kumsang* left Calcutta for this port via the Straits on the 9th inst., and may be expected here on the 26th inst.

The C.N. steamer *Wachang* left Hilo on the 11th inst., and is expected here on the 15th inst.

The A.L. steamer *Vindobona* left Kobe via Moji for this port on the 11th inst.

The N.Y.K. steamer *Bombay Maru* (Bombay Line) left Singapore for this port on the 11th inst., at 6 p.m., and is expected here on the 17th inst.

TRADE MARK



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*** \$31.00 PER DOZEN.

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V.J.V. S.O.P. \$93.00 PER DOZEN.

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Desires to Know

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Cleansing

And about the Care of the Skin,
Scalp, Hair and Hands.

Too much stress cannot be placed on the great value of Cuticura Soap, Ointment and Resolvent in the antiseptic cleansing of the mucous surfaces and of the blood and circulating fluids, thus affording pure, sweet and economical local and constitutional treatment for weakening ulcerations, inflammations, itching, irritations, relaxations, discharges, pains and itches, and all peculiarities to females. Hence the Cuticura remedies have made a wonderful influence in restoring health, strength and beauty to weary women, who have been prematurely aged and inviolated by these distressing ailments, as well as such sympathetic afflictions as anemia, chlorosis, hysteria, nervousness and debility.

Women from the very first have fully appreciated the purity and sweetness, the power to afford immediate relief, the certainty of speedy and permanent cure, the absolute safety and great economy which have made the Cuticura remedies the standard skin care and the most successful of the civilized world. Millions of women use Cuticura Soap, assisted by Cuticura Ointment, for preserving, purifying and beautifying the skin, for cleansing the scalp of crusts, scales and dandruff, and the stopping of falling hair, for softening, whitening and soothing red, rough and sore hands, for annoying irritations, and ulcerative weaknesses, and for many sanative, antiseptic purposes which readily suggest themselves, as well as for all the purposes of the toilet, bath and surgery.

Cuticura Resolvent Liquid and in the form of Cuticura Ointment, Cuticura Soap and Cuticura Resolvent are sold throughout the world. Depot London, 27, Strand. U.S. Branch, 24, N. 4th St., Philadelphia. U.S. Branch, 10, Broadway, New York. U.S. Branch, 10, Broadway, New York. U.S. Branch, 10, Broadway, New York.

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31, QUEEN'S ROAD CENTRAL

(First Floor Watkins Building).

Hongkong, 6th November, 1903 [88]

NOTICE.

It has been suggested that a plebiscite should be taken to ascertain the views of British subjects resident in Hongkong on the Fiscal Policy now being entertained by Mr. CHAMBERLAIN, and accordingly persons interested are invited to record their opinions in the Chamber of Commerce Room at the City Hall on or before 4 o'clock in the afternoon of SATURDAY, the 16th JANUARY instant. Dated the 11th January, 1904.

C. P. CHATER.

EDBERT A. HEWETT,

WBI A YUK,

G. STEWART,

HO KAI,

C. W. DICKSON,

H. E. POLLOCK,

VICTOR H. DEACON.

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NOTICE OF FIRM

NOTICE.

THE PARTNERSHIP hitherto existing between myself and Mr. JOHN HASTINGS having been dissolved by effluxion of time, my business will in future be carried on under the Firm name of DEACON LOOKER and DEACON.

VICTOR H. DEACON.

10, Queen's Road.

Hongkong, 1st January, 1904. [117]

SHIPPING.

ARRIVALS.	
Jan. 11, LAIRING, British str., 2,225, S. J. Todd, Singapore 14th Jan. General.—JARDINE, MATHEWS & Co.	
Jan. 11, BRANTON, German str., 1,687, Engelhardt, Shanghai 14th Jan. G. McEwan.	
Jan. 12, AUSTRALIAN, British str., 1,876, W. G. McArthur, Kobe 7th Jan. General.—GIBB, LIVINGSTON & Co.	
Jan. 12, ERICST, SIMON, French str., 2,162, Charbonnel, Marseilles 14th Dec. and Saigon 9th Jan. Mails and General.—MESSAGE-RIER, MARTIN.	
Jan. 12, L. L. L. Italian str., 794, Schiavino, Calcutta 1st Nov. Old Iron.—CARLOWITZ & Co.	
Jan. 12, L. L. L. German str., 2,563, Bockholt, New York 24th Oct. and Manila 10th Jan. General.—CARLOWITZ & Co.	
Jan. 12, MACHIEU, German str., 395, H. Harjos, Bangkok 31st Dec. and Swatow 11th Jan. Rice and Teakwood.—BUTTERFIELD & SWIRE.	
Jan. 12, PAKHOT, British str., 1,292, Meath, Chinkiang 7th Jan. General.—BUTTERFIELD & SWIRE.	
Jan. 12, PALMA, British str., 4,313, G. W. Cockman, London 25th Nov. and Singapore 5th Jan. General.—P. & O. S. N. Co.	
Jan. 12, P. L. P. Norwegian str., 553, Seeberg, Haiphong and Hoihow 11th Jan. General.—SANDER, TOMES & Co.	
Jan. 12, THALES, British str., 820, A. J. Robson, Fochow 8th Jan. Amoy 9th and Swatow 11th Jan. General.—DOUGLAS LARPAIK & Co.	
Jan. 12, TOTO MARU, Japanese str., 1,900, K. Asai, Saigon 5th Jan. Rice and General.—CHINESE.	
Jan. 12, ZAFIRO, British str., 1,611, R. Rodger, Manila 9th Jan. Mails and General.—SHEWAN, TOMES & Co.	

CLEARANCES.

At the Harbour Master's Office.
12th January.
Emma Lyden, German str., for Kobe.
Kema, British str., for Shanghai.
Puloh, British str., for Canton.

DEPARTURES.

12th January.
ALBION, British battleship, for Mira Bay.
ANDER DICKMERS, German str., for Bangkok.
ANNAM, French str., for Europe.
AYR, British str., for Rangoon.
CARL DIEDERICHSEN, Ger. str., for Pakhoi.
CLARA JENSEN, German str., for Hoihow.
DAVIN MARU, Japanese str., for Tannier.
DARDANUS, British str., for London.
DEVAYONNE, German str., for Shanghai.
ERNEST S. M., British str., for London.
GLIMPERS, British str., for Singapore.
HAIMUS, British str., for Swatow.
HOFNANG, British str., for Singapore.
JONIA, Italian str., for Bombay.
JONIA, Italian str., for Shanghai.
SAVOIA, German str., for Singapore.
VICTORIA, Norwegian str., for Rangoon.
WAIHORA, British str., for Hoihow.

VESSELS IN DOCK.

12th January.
ANDERSON DOCK.—Ely, Zafiro.
K. L. DOCK.—U.S.A.T. Sacramento.
H. G. M. S. Moore, Tartar.—H.M.S. Glory.
Amoy, Anhui, Haitan, Kowloon, Nanning, H.M.S. Britomart, Germania, D. A. Lantz.
COSMOPOLITAN DOCK.—Salamanca, Paula Bean, Chitli, Honam.

VESSELS ON THE BERTH

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Port Darwin and Queensland Ports, and taking through cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship
"AUSTRALIAN,"
Captain McArthur, will be despatched for the above ports TO-DAY, the 13th January, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A stewardess and a duly qualified surgeon are carried.
N.B.—To assure the additional comfort of passengers, the Steamers of the Company have electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 28th December, 1903. [9]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship
"THALES,"
Captain Robson, will be despatched for the above ports TO-MORROW, the 14th inst., at DAY-LIGHT.
For Freight or Passage, apply to
DOUGLAS LARPAIK & CO.,
General Managers.
Hongkong, 12th January, 1904. [208]

STEAMSHIP SERVICE TO NEW YORK
VIA PORTS AND SUEZ CANAL.
(With liberty to call at Philippine Ports.)
THE Steamship
"HUDSON,"
Captain Burnett, will be despatched for the above on or about the 15th inst.
For Freight or further information, apply to
STANDARD OIL COMPANY
OF NEW YORK,
Oriental Freight Department, Agents.
Hongkong, 8th January, 1904. [176]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.
THE Company's Steamship
"GISELA,"
Captain Calabrese, will leave for the above places on TUESDAY, the 19th inst., P.M.
For Freight or Passage, apply to
SANDER, TOMES & Co.,
Agents.
Princes' Buildings.
Hongkong, 12th January, 1904. [13]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL	COROMANDEL	Brit. str.	G. M. Montford	P. & O. S. N. Co.	16th inst. at Noon
LONDON & ANTWERP, VIA SINGAPORE, &c.	JAPAN	Brit. str.	E. P. Martin	P. & O. S. N. Co.	About 20th inst.
LONDON & ANTWERP	NEXTOR	Brit. str.		BUTTERFIELD & SWIRE	2nd Feb.
LONDON & ANTWERP	KINTUCK	Brit. str.		BUTTERFIELD & SWIRE	16th Feb.
LONDON & ANTWERP	KONTUCK	Brit. str.		BUTTERFIELD & SWIRE	1st Mar.
LONDON & ANTWERP	YANTZSE	Brit. str.		BUTTERFIELD & SWIRE	19th inst.
LIVERPOOL, WITH TRAMP AT SINGAPORE	SANUKI MARU	Jap. str.	W. Townsend	NIPPON YUSEN KAISHA	23rd inst. D'light
MARSEILLES, LONDON &c. V. SPORE, &c.	BAYERN	Ger. str.	Forbes	MELCHERS & CO.	20th inst. at Noon
MARSEILLES, LONDON &c. V. SPORE, &c.	AMERICA	Ger. str.	Duckstein	MELCHERS & CO.	15th inst.
HAYRE, LONDON, ANTWERP & HAMBURG	RADNOR	Brit. str.	C. H. Barrow	SHEWAN, TOMES & Co.	About 30th inst.
HAYRE, BREMEN & HAMBURG	WURZBURG	Ger. str.	Binzer	HAMBURG-AMERIKA LINIE	30th inst.
HAYRE & HAMBURG	ALBION	Ger. str.	Schenfeldt	HAMBURG-AMERIKA LINIE	23rd Feb.
HAYRE & HAMBURG	SITHONIA	Ger. str.	Hildebrandt	HAMBURG-AMERIKA LINIE	8th Mar.
GENOA, MARSEILLES & LIVERPOOL	HAMBURG	Ger. str.	Miltzsch	BUTTERFIELD & SWIRE	15th Feb.
TRIESTE, &c. VIA SINGAPORE, &c.	KEEMUN	Aus. str.		SANDER, TOMES & Co.	29th inst. P.M.
NEW YORK, VIA PORTS & SUEZ CANAL	VINDOBONA	Brit. str.	Burnett	STANDARD OIL CO.	About 14th inst.
NEW YORK, VIA PORTS & SUEZ CANAL	SHUKU	Brit. str.		DODWELL & CO., LD.	To-morrow
VANCOUVER, VIA SHANGHAI, &c.	B. OF CHINA	Brit. str.		CANADIAN PACIFIC R. CO.	27th inst.
VANCOUVER, VIA SHANGHAI, &c.	ATHENIAN	Brit. str.	F. L. Pyne	NIPPON YUSEN KAISHA	To-day, at 4 P.M.
VICTORIA (B.C.) & SEATTLE VIA SHAI, &c.	RIGUN MARU	Jap. str.	G. V. Williams	DODWELL & CO., LD.	15th inst.
VICTORIA (B.C.) & SEATTLE VIA SHAI, &c.	LYRA	Brit. str.		BUTTERFIELD & SWIRE	24th inst.
VICTORIA (B.C.) & SEATTLE VIA SHAI, &c.	PINGSUEY	Brit. str.		NIPPON YUSEN KAISHA	25th inst. at 4 P.M.
VICTORIA (B.C.) & SEATTLE VIA SHAI, &c.	IYO MARU	Jap. str.	M. J. Cunnaw	NIPPON YUSEN KAISHA	9th Feb. at 4 P.M.
PORTLAND, OREGON	AKI MARU	Jap. str.	J. W. Ekstrand	PORTLAND & ASIATIC CO.	30th inst.
AUSTRALIAN PORTS	INDRAVELLI	Brit. str.	R. P. Cravee	GIBB, LIVINGSTON & CO.	To-day, at Noon
AUSTRALIAN PORTS	NIKKO MARU	Jap. str.	McArthur	NIPPON YUSEN KAISHA	22nd inst. at 4 P.M.
AUSTRALIAN PORTS	TAIYUAN	Brit. str.	E. W. Haswell	BUTTERFIELD & SWIRE	23rd inst.
YOKOHAMA, VIA SHANGHAI, MOI & KOBE	YOKOHAMA	Brit. str.	G. W. Cockman	P. & O. S. N. Co.	About 12th inst.
YOKOHAMA & KOBE	KAMAKURA	Jap. str.	Calabrese	SANDER, TOMES & Co.	15th inst. P.M.
YOKOHAMA & KOBE	BOMBAY MARU	Jap. str.	H. Peterson	NIPPON YUSEN KAISHA	21st inst. at Noon
YOKOHAMA & KOBE	INABA MARU	Jap. str.	T. Murai	NIPPON YUSEN KAISHA	25th inst. D'light
YOKOHAMA & KOBE	KUMANO MARU	Jap. str.	W. Bainbridge	NIPPON YUSEN KAISHA	27th inst. at Noon
NAGASAKI, KOBE & YOKOHAMA	KWEIYANG	Brit. str.	C. H. Butler	BUTTERFIELD & SWIRE	To-day, at Noon
SHANGHAI	KUIKIANG	Brit. str.		BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI	CHENAU	Brit. str.		P. & O. S. N. Co.	About 16th inst.
SHANGHAI	MAITA	Brit. str.	O. L. Daniel	OSAKA SHOSHEN KAISHA	22nd inst. 10 A.M.
FOCHOW, VIA SWATOW & AMOY	ANPING MARU	Jap. str.	T. W. Groves	OSAKA SHOSHEN KAISHA	17th inst.
TAMU, VIA SWATOW & AMOY	DAIGI MARU	Jap. str.	T. Saito	OSAKA SHOSHEN KAISHA	15th inst.
ANPING, VIA SWATOW & AMOY	MAIDZURU	Jap. str.	Robson	DOUGLAS LARPAIK & Co.	To-morrow D'light
SWATOW, AMOY & FOCHOW	HAIOANG	Brit. str.	Gibson	DOUGLAS LARPAIK & Co.	To-day, at 11 A.M.
SWATOW	ROHILLA MARU	Jap. str.	Ernest Bent	TOYO KISEN KAISHA	15th inst. at 4 P.M.
MANILA	ANNUH	Brit. str.		BUTTERFIELD & SWIRE	16th inst. at Noon
MANILA DIRECT	ZAFIRO	Brit. str.	R. Rodger	SHEWAN, TOMES & Co.	23rd inst.
MANILA DIRECT	TAIYUAN	Brit. str.		BUTTERFIELD & SWIRE	27th inst. 10 A.M.
MANILA DIRECT	RUBI	Brit. str.	R. W. Almond	SHEWAN, TOMES & Co.	About 28th inst.
MANILA DIRECT	SHAWMUT	Brit. str.	W. M. Smith	DODWELL & CO., LD.	To-morrow
CEBU & LILLO	KAIFONG	Brit. str.		SHEWAN, TOMES & Co.	About 28th inst.
SINGAPORE, PENANG & CALCUTTA	A. APCAR	Brit. str.	E. Foy	DAVID SASSOON & Co., LD.	16th inst. at 3 P.M.
SINGAPORE, COLOMBO & BOMBAY	MAGAZON	Brit. str.	W. H. S. Hall	P. & O. S. N. Co.	About 21st inst.
BOMBAY, VIA SINGAPORE & COLOMBO	KAGOSHIMA	Jap. str.	K. Kori	NIPPON YUSEN KAISHA	28th inst. at Noon

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN EGYPT, MEDITERRANEAN PORTS.
PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PENANG, GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.
THE Steamship
"COROMANDEL,"
Captain G. M. Montford, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, etc., on SATURDAY, the 16th JANUARY, at Noon, taking passengers and cargo for the above ports.
Silk and Valuables, all cargo for France, and Tea for London (under arrangement) proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay.
Passengers will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 5th January, 1904. [1]

FOR SINGAPORE, PENANG AND CALCUTTA.
THE Steamship
"ARRATON APCAR,"
Captain E. Foy, will be despatched for the above ports on SATURDAY, the 16th inst., at 3 P.M.
For Freight or Passage, apply to
DAVID SASSOON & CO., LD.,
Agents.
Hongkong, 12th January, 1904. [200]

REGULAR STEAMSHIP SERVICE TO NEW YORK.
VIA PORTS AND SUEZ CANAL.
(WITH LIBERTY TO CALL AT PHILIPPINE PORTS).
PROPOSED SAILINGS FROM HONGKONG.
About 19th Jan. "SIKH"
19th Jan. "SAGAMI"
9th Feb. "AFRIDI"
For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.
Hongkong, 8th January, 1904. [1125]

NATAL LINE OF STEAMERS.
THE Undersigned GENERAL AGENTS in CHINA AND JAPAN of the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in South Africa in connection with INDO-CHINA STEAM NAVIGATION CO.'S fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.
For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897. [8]

HONGKONG-MACAO LINE.
S.S. "WING CHAI,"
Captain Samuel Bell Smith.
DEPARTURES from Hongkong on week days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao week days at about 2 P.M. and Sundays about 7.30 P.M.
FARE—(week days) 1st Class including cabin and servant, \$3. Return Ticket \$5.
2nd Class \$1. 3rd Class 50 cents.
On Excursion Sundays, 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Dinner and Dinner either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more Passengers.
Wharf at the Western end of Wing Lok Street.
The Steamer runs an Excursion Trip Every Sunday, and takes only 3 hours to reach Macao.
MING ON & CO.,
2nd Floor, 16, Victoria Street.
Hongkong, 8th September, 1903. [6]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
YOKOHAMA, VIA SHANGHAI, MOI and KOBE (Passing through the Inland Sea)	PALMA G. W. Cockman, R.N.R.	About 12th January	Freight and Passage.
LONDON, &c.	COROMANDEL G. M. Montford, R.N.R.	Noon, 16th January	See Special Advertisement.
SHANGHAI	MALTA O. L. Daniel	About 16th January	Freight and Passage.

LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES.
JAPAN
E. P. Martin, R.N.R.
About 20th January
Freight and Passage.

* SINGAPORE, COLOMBO, MAGAZON and BOMBAY.
W. H. S. Hall
About 21st January
Freight only.
* Calling at Penang if sufficient inducement offers.
For further Particulars, apply to
E. A. HEWETT,
Superintendent.
[1]

Hongkong, 5th January, 1904.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES
AMBRIA	HAYRE and HAMBURG	On 15th Jan. Freight.
Capt. Duckstein	(Calling at Singapore and Colombo)	
WURZBURG	HAYRE, BREMEN and HAMBURG	On 30th Jan. Freight & Passengers.
Capt. v. Binzer	(Calling at Singapore and Penang)	
ALESIA	HAYRE and HAMBURG	On 6th Feb. Freight
Capt. Schenfeldt	(Calling at Singapore and Colombo)	
SITHONIA	HAYRE and HAMBURG	On 23rd Feb. Freight.
Capt. Hildebrandt	(Calling at Singapore and Penang)	
BAMBERG	HAYRE and HAMBURG	On 8th Mar. Freight.
Capt. Miltzsch	(Calling at Singapore and Colombo)	

For Further Particulars, apply to
HAMBURG-AMERIKA LINIE.
HONGKONG OFFICE,
QUEEN'S BUILDINGS, No. 1.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
R.M.S. "EMPERESS OF CHINA" ... 6,000 Tons ... WEDNESDAY, 13th Jan. 1904
R.M.S. "ATHENIAN" ... 8,862 Tons ... WEDNESDAY, 27th Jan.
R.M.S. "EMPERESS OF INDIA" ... 6,000 Tons ... WEDNESDAY, 10th Feb.
R.M.S. "TARTAR" ... 4,425 Tons ... WEDNESDAY, 24th Feb.
R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 9th Mar.
Hongkong to London, 1st Class ... via St. Lawrence \$60. via New York \$82.
Intermediate on Steamers ... \$40.
and 1st Class Rail ... \$22.

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS passing through the famous INLAND SEA of JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.
For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to
D. E. BROWN, General Agent,
9, Pedder Street.

TOYO KISEN KAISHA MANILA LINE.

REGULAR SERVICE BETWEEN HONGKONG AND MANILA IN 48 HOURS.
Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unvalued Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship	Captain	Tons	Sailing Date.
"ROHILLA MARU"	Ernest Bent	3869	Wednesday, 13th January, at 11 A.M.
"ROSETTA MARU"	H. S. Smith	3876	Thursday, 21st January, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.
K. MATSUDA, Acting Manager.
Hongkong, 11th January, 1904.

NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
RIOJUN MARU	VICTORIA, B.C., and SEATTLE	WEDNESDAY, 13th Jan. at 4 P.M.
F. L. Pyne	U.S.A. VIA SHANGHAI, MOI, KOBE and YOKOHAMA	FRIDAY, 15th Jan. at DAYLIGHT
KAMAKURA MARU	KOBE and YOKOHAMA	THURSDAY, 21st Jan. at Noon
H. Peterson	KOBE and YOKOHAMA	FRIDAY, 22nd Jan. at 4 P.M.
NIKKO MARU	SYDNEY, MELBOURNE and ADELAIDE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	at 4 P.M.
E. W. Haswell	MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 23rd Jan. at DAYLIGHT
SANUKI MARU	BOMBAY, VIA SINGAPORE and COLOMBO	TUESDAY, 26th Jan. at Noon
KAGOSHIMA MARU	VICTORIA, B.C., and SEATTLE	TUESDAY, 26th Jan. at 4 P.M.
K. Kori	KOBE and YOKOHAMA	WEDNESDAY, 27th Jan. at Noon
IYO MARU	NAGASAKI, KOBE & YOKOHAMA	FRIDAY, 29th Jan. at DAYLIGHT
M. J. Cunnaw	KOBE and YOKOHAMA	TUESDAY, 9th Feb. at 4 P.M.
KUMANO MARU	VICTORIA, B.C., and SEATTLE, U.S.A. VIA SHANGHAI, MOI, KOBE and YOKOHAMA	
C. H. Butler		
INABA MARU		
W. Bainbridge		
AKI MARU		
J. W. Ekstrand		

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class through passengers have the option of travelling by the Sanyo Railway.
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings First Floor, Chater Road.
A. S. MIHARA, Manager. [9]

HONGKONG-MANILA. CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila direct.	Sat., 16th Jan., 10 A.M.
RUBI	2540	R. W. Almond	Manila direct.	Sat., 23rd Jan., 10 A.M.
PERLA	1880	A. H. Notley		

For Freight or Passage apply to
SHEWAN, TOMES & CO.,
GENERAL MANAGERS.
Hongkong, 11th January, 1904. [16]

OSAKA SHOSHEN KAISHA. REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMU, VIA SWATOW AND AMOY	"DAIGI MARU"	SUNDAY, 17th January
TAMU, VIA SWATOW AND AMOY	"T. W. GROVES"	SATURDAY, 23rd January, at 10 A.M.
ANPING, VIA SWATOW AND AMOY	"DALIN MARU"	FRIDAY, 15th January
FOCHOW, VIA SWATOW AND AMOY	"MAIDZURU MARU"	FRIDAY, 22nd January, at 10 A.M.
	"ANPING MARU"	FRIDAY, 22nd January, at 10 A.M.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first class passengers, and a duly qualified doctor is carried.
By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.
For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Vaux Road Central.
Hongkong, 13th January, 1904. [15]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE. STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG. PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; ALBO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.
N.E.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.
PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

IMPERIAL GERMAN MAIL	
LINE.	

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"KINTUCK"	On 14th January.
GLASGOW and LIVERPOOL	"PINGSUEY"	On 22nd January.
GLASGOW and LIVERPOOL	"MOYUNE"	On 28th January.
GLASGOW and LIVERPOOL	"GLAUCUS"	On 3rd February.

FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON and ANTWERP	"YANGTZE"	On 19th January.
LIVERPOOL, with TRAN- SHIPMENT to SINGAPORE	"YANGTZE"	On 19th January.
LONDON and ANTWERP	"NESTOR"	On 2nd February.
GENOA, MARSEILLES and LIVERPOOL	"KEEMUN"	On 15th February.
LONDON and ANTWERP	"KINTUCK"	On 16th February.
LONDON and ANTWERP	"MOYUNE"	On 1st March.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"PINGSUEY"	On 24th January.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"KWEIYANG"	On 13th Jan. Noon.
SHANGHAI	"KIUKIANG"	On 13th Jan. 4 P.M.
ORBU and ILOILO	"KAIFONG"	On 14th January.
MANILA	"ANHUI"	On 15th Jan. 4 P.M.
SHANGHAI	"CHENAU"	On 15th January.
MANILA	"TAIYUAN"	On 23rd January.

PORT DARTMOUTH, THURSDAY
ISLAND, COOKTOWN, CAIRNS,
SYDNEY and MELBOURNE.
The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified
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* Taking Cargo and Passengers at through rates for all New Zealand Ports and other
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REDUCED SALOON FARES, SINGLE AND RETURN TO MANILA AND
AUSTRALIAN PORTS (See Special Advertisement).
For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.
[12]

Hongkong, 13th January, 1904.

PORTLAND & ASIATIC STEAMSHIP CO

PROPOSED SAILINGS FROM HONGKONG SHIP INLAND
SEA OF JAPAN, MOBI, KOBE AND YOKOHAMA FOR
OPERATING IN
CONNECTION WITH THE
OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL ON
"INDRAVILLI"	4,899	R. P. Craven	January 30, 1904
"INDRAPURA"	4,899	A. E. Hollingsworth	February 13, 1904
"INDRASAMHA"	5,187	W. E. Craven	March 15, 1904

* Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to
ALLAN CAMERON, GENERAL AGENT.
[14]

Hongkong, 13th January, 1904.

NORTHERN PACIFIC LINE.

NORTHERN PACIFIC S. CO. BOSTON S. CO. BOSTON TOWBOAT CO.
CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA B.C. AND TACOMA
VIA
SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
* LYRA	4,417	G. V. Williams	Friday, January 15th
* OLYMPIA	2,837	A. Dixon	Thursday, February 11th
* SHAWMUT	9,606	W. M. Smith	Friday, February 19th
* TACOMA	2,812	M. Ridley	Friday, February 26th
* VICTORIA	3,502	J. Trubridge	Wednesday, March 10th
* TREMONT	9,606	T. W. Garlick	Friday, March 26th

* Not carrying second class passengers. † Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

S.S. SHAWMUT	9,606 tons.	W. M. Smith	About 28th January.
S.S. TREMONT	9,606 tons.	T. W. Garlick	About 1st March.

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CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

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superior Accommodation for First and Second Class Passengers. The large size of these vessels
ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo
carried in cold storage.

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For further information apply to—
DODWELL & CO., LIMITED,
GENERAL AGENTS.
[7]

"SHIRE" LINE.

FOR HAVRE, LONDON, ANTWERP
AND HAMBURG.

THE Company's Steamship

"RADNORSHIRE."

Captain C. H. Burch, will be despatched for
the above ports on or about SATURDAY, the
30th January.

This steamer has superior accommodation
for passengers.

For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
Agents.
[125]

Hongkong, 6th January, 1904.

AUSTRIAN LLOYD'S STEAM NAVI- GATION COMPANY.

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TRIESTE (DIRECT).
Calling at SINGAPORE, PENANG, RAN-
GOON, COLOMBO, ADEN, SUEZ and
PORT SAID.
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to SOUTH AFRICA, RED SEA, BLACK SEA,
LEVANT, VENICE and ADRIATIC PORTS).
THE Company's Steamship

"VINDOBONA,"
Captain Cabel, will be despatched as above on
WEDNESDAY, the 20th inst. P.M.
For information as to Passage and Freight,
apply to
SANDER, WIELER & CO.,
Agents.
Princes' Buildings.
Hongkong, 13th January, 1904. [13]

NOTICES TO CONSIGNEES

NAVIGAZIONE GENERALE
ITALIANA
(Florio and Rabattino United Companies.)

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE

THE Steamship

"ISCHIA,"
having arrived from the above ports, Consignees
of Cargo by her are hereby informed that their
Goods are being landed at their risk into the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., whence delivery
may be obtained.
All damaged packages must be left in the
Godowns, and a certificate obtained from the
Godown Company, within seven days after the
vessel's arrival here, after which no claims will
be recognized.
No Fire Insurance has been effected, and
any Goods remaining in the Godowns after the
13th instant, will be subject to rent.
CARLOWITZ & CO.,
Agents.
Hongkong, 6th January, 1904. [4]

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARABA,"
Captain J. M. Williams, having arrived from
the above port, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godown of the Wanchai
Storing Company at Wanchai, where they are
being stored at Consignees' risk and expense.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 13th inst. will be subject
to rent.
All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on a date to be hereafter appointed.
Consignees of cargo will please note that
before delivery can be obtained they must sign
the General Average Bond which is lying at
the Office of the undersigned.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SHEWAN, TOMES & CO.,
General Agents.
American Asiatic S. S. Co. [148]

Hongkong, 6th January, 1904.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD.

HAMBURG-AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE Steamship

"SACHSEN,"
OF THE NORDDEUTSCHER LLOYD,
having arrived from the above ports, Consignees
of Cargo are hereby informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, whence
delivery may be obtained.
Optional Cargo will be forwarded unless
notice to the contrary be given before 11 A.M.,
To-day, 8th inst.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 15th January, will be
subject to rent.
All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on Friday, the 15th January, at
9.30 A.M.
All Claims for damage must be sent in before
the 20th January, or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the
undersigned.
NORDDEUTSCHER LLOYD.
MELCHERS & CO.,
Agents.
Hongkong, 8th January, 1904. [5]

OCEAN STEAMSHIP COMPANY, LIMITED,

AND

CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"KEEMUN."

are hereby notified that the Cargo is being
discharged into Craft, and/or landed at the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., where in both
cases it will lie at Consignees' risk. The Cargo
will be ready for delivery from Craft or Godown
on and after the 12th instant.
Optional cargo will be landed, unless notice
has been given prior to steamer's arrival.
All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined at 11 A.M., on the 18th inst.
No Claims will be admitted after the Goods
have left the steamer's Godown and all Goods
remaining undelivered after the 18th inst. will
be subject to rent.
All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
25th inst., or they will not be recognized.
No Fire Insurance has been effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 11th January, 1904. [10-11]

LESSONS IN FRENCH.

NEW and easy method of learning French
in a few months, mainly by conversation
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B. R.
Care of Office of this Paper.
Hongkong, 16th May, 1903. [3184]

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Alacrity, despatch-boat, 1,700 tons, 10 guns,
3,000 h.p., Comdr. O. De Brook, en route
Shanghai
Albion, battleship, 12,950 tons, 16 guns, Capt.
Fremantle, Hongkong
Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p.,
Comdr. Rowland Nugent, Singapore
Amphitrite, 1st class cruiser, 11,000 tons, 18,000
h.p., Capt. Charles Windham, C.V.O.,
Mrs Hay
Blenheim, 1st class cruiser, 9,000 tons, 12 guns,
21,411 h.p., Capt. F. G. Steford, at
Singapore
Bramble, gunboat, 710 tons, 6 guns, 1,300 h.p.,
Lieut. Comdr. C. O. M. Makins, Hongkong
Britannia, gunboat, 710 tons, 6 guns, 1,300 h.p.,
Lieut. Comdr. Thos. D. Pratt, Hongkong
Centurion, cruiser, 10,500 tons, Capt. Fegen, at
Hongkong
Cressy, cruiser, 12,000 tons, 14 guns, 21,000
h.p., Capt. Henry M. T. Tudor, Weihaiwei
Edinburgh, cruiser, 5,600 tons, 11 guns, Captain
Stokes, Hongkong
Espiegle, gunboat, 1,070 tons, 10 guns, Comdr.
Ernest G. Barton, Newchwang
Fame, torpedo-boat destroyer, 360 tons, 6 guns,
5,700 h.p., Lieut. Comdr. C. Assor, at
Hongkong
Fearless, cruiser, 443 tons, 12 guns, Capt.
Vaughan Lewis, Hongkong
Glory, battleship, 12,950 tons, 16 guns, 13,500
h.p., Captain A. W. Carter, Hongkong
Handy, torpedo-boat destroyer, 280 tons, 6 guns,
4,000 h.p. in reserve
Hart, torpedo-boat destroyer, 280 tons, 6 guns,
4,000 h.p. in reserve
Humber, storeship, 1,640 tons, Comdr. John D.
Daintree, Hongkong
Janus, torpedo-boat destroyer, 280 tons, 6 guns,
3,900 h.p. in reserve
Kinshia, river gunboat, 331 tons, Lieut. Comdr.
Christopher P. Motson, on Yangtze
Levintham, cruiser, 14,100 tons, Capt. Hon. W.
G. Stopford, Hongkong
Moonbeam, river gunboat, 180 tons, 2 guns
Lieut. Comdr. G. G. Webster, West River
Munira, sloop, 980 tons, 10 guns, Comdr. J.
W. M. Plenderleath, Australia
Ocean, battleship, 12,950 tons, 16 guns, 13,500
h.p., Captain R. F. O. Foote, J.M.G.,
Hongkong
Otter, torpedo-boat destroyer, 350 tons, in
reserve
Phoenix, sloop, 1,015 tons, 6 guns, 1,400 h.p.,
Comdr. W. H. Nicholson, Shanghai
Rambler, surveying-ship, 583 tons, Capt. Morris
H. Smyth, Amoy
Rindia, sloop, 980 tons, 6 guns, Comdr. D. St.
Aubyn Wake, Hongkong
Robin, river gunboat, 85 tons, 2 guns, 240
h.p., Lieut. Comdr. C. W. J. Howard,
West River
Rosario, sloop, 980 tons, 6 guns, 11,400 h.p.,
Comdr. Thos. Jackson, Yangtze
Sandpiper, river gunboat, 85 tons, 2 guns, 240
h.p., Lieut. Comdr. L. W. Jones, Hongkong
Sirius, 2nd class cruiser, 4,800 tons, Capt. C. H.
H. Moore, Shanghai
Snipe, river gunboat, 85 tons, 2 guns, 240 h.p.,
Lieut. Comdr. Ernest W. G. Davidson, on
Yangtze
Sparrowhawk, torpedo-boat destroyer, 360 h.p.,
Lieut. Comdr. Codrington, Hongkong
Taku, torpedo-boat destroyer, 250 tons, 8 guns,
5,600 h.p. in reserve
Talbot, cruiser, 5,600 tons, 11 guns, 9,600 tons,
Capt. Lewis Bayley, Mira Bay
Tamar, receiving ship, 4,600 tons, 6 guns, Com-
modore Robinson, A.D.C., Hongkong
Teal, river gunboat, 180 tons, 2 guns, Lieut.
Comdr. L. E. Dugmore, on Yangtze
Thetis, cruiser, 3,400 tons, Capt. J. C. A.
Wilkinson, Manila
Tweed, gunboat, 282 tons, 3 guns, 200 h.p.
on Yangtze
Vengeance, battleship, 12,950 tons, 12 guns,
13,500 h.p., Capt. L. C. Stuart, C.M.G.,
Hongkong
Vestal, sloop, 980 tons, 10 guns, 1,400 h.p.,
Comdr. Stuart St. J. Farquhar, at Formosa
Virago, torpedo-boat destroyer, 360 tons, Lieut.
Comdr. J. A. Gregory, Hongkong
Waterwitch, surveying ship, 620 tons, 450 h.p.,
Comdr. E. C. Hardy, Hongkong
Whiting, torpedo-boat destroyer, 360 tons, 6
guns, 5,900 h.p., Lieut. Comdr. Wells,
Hongkong
Wiven, coast defense ship, armoured, 2,750 tons,
1,000 h.p. in reserve, at Hongkong
Woodcock, gunboat, 150 tons, 2 guns, 550 h.p.,
Lieut. Com. Hugh Somerville, Yangtze
Woodlark, gunboat, 150 tons, 2 guns, 550 h.p.,
Lieut. Com. Watson, Yangtze

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WM. SCHMIDT & CO.
Hongkong, 25th November, 1902. [11]

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[96]

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Hongkong, 25th July 1903. [21]

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Canton: Messrs. A. S. WATSON & CO.
Hongkong, 4th October, 1903. [283]

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12	" " 2 "
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Letters intended to go by this route should be posted not later than the Wednesday in each week, so as to catch the fast Russian Boat from Shanghai to Dalry which leaves Shanghai every Sunday.

Parcel Mails for Europe, &c., by a.s. *Coromandel* will close at 3 p.m., on Friday, the 16th inst. The *Albatross* with the Canadian Mail left Shanghai on Sunday, the 10th inst., at midnight and may be expected here to-day.

The *Albatross* with the English Mail of 18th ult., left Singapore on Monday, the 11th inst., at 6 a.m. and may be expected here on or about Saturday, the 16th inst. This packet brings replies to letters despatched from Hongkong on 14th November.

MAILS WILL CLOSE

FOR	PER	DATE
Canton	Falshan	Wednesday, 13th, 7.30 A.M.
Pakhoi	Haitian	Wednesday, 13th, 9.00 A.M.
Hoihow, Pakhoi and Haiphong	Johanne	Wednesday, 13th, 10.00 A.M.
Shanghai	Lyceum	Wednesday, 13th, 10.00 A.M.
Shanghai	Kueiyang	Wednesday, 13th, 10.00 A.M.
Manila	Rohilla Maru	Wednesday, 13th, 10.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER (B.C.)	Empress of China	Wednesday, 13th, 10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)		
Macao	Huanghai	Wednesday, 13th, 11.00 A.M.
Sydney	Dunally	Wednesday, 13th, 11.15 P.M.
Shanghai	Kiukiang	Wednesday, 13th, 2.00 P.M.
SHANGHAI, MOI, KOBE, YOKOHAMA, VICTORIA (B.C.) and SEATTLE	Chiyuen	Wednesday, 13th, 3.00 P.M.
Koussou, Kuchuk and Samshai	Riojan Maru	Wednesday, 13th, 3.00 P.M.
Port Darwin Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne	Sax Yip	Wednesday, 13th, 3.00 P.M.
Mtiao	Australian	Wednesday, 13th, 5.00 P.M.
Sanbu	Tai Chun	Wednesday, 13th, 5.00 P.M.
Macao	Hoi Fu	Wednesday, 13th, 5.00 P.M.
Canton	Kiukiang	Wednesday, 13th, 5.00 P.M.
Swatow, Amoy, and Foochow	Thales	Wednesday, 13th, 5.00 P.M.
Canton	Thales	Thursday, 14th, 7.30 A.M.
Haiphong	Pronto	Thursday, 14th, 9.00 A.M.
Shanghai	Huanghai	Thursday, 14th, 9.00 A.M.
Cebu and Iloilo	Kiukiang	Thursday, 14th, 9.00 A.M.
Swatow	Haiphong	Thursday, 14th, 9.00 A.M.
Canton	Powen	Thursday, 14th, 9.00 A.M.
Canton	Falshan	Friday, 15th, 7.30 A.M.
Keelung, Moji, Kobe, Yokohama, Victoria, B.C. and Tacoma	Lyra	Friday, 15th, 11.00 A.M.
Manila	Anhui	Friday, 15th, 3.00 P.M.
Shanghai	Chenau	Friday, 15th, 3.00 P.M.
Canton	Kiukiang	Friday, 15th, 3.00 P.M.
Canton	Hankow	Saturday, 16th, 7.30 A.M.
Manila	Zafiro	Saturday, 16th, 9.00 A.M.
EUROPE, &c., India via Taitoria	Coromandel	Saturday, 16th, 11.00 A.M.
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents)		
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)		
(Letters posted in the Peak Pillar Boxes in time for the first clearance will be included in this contract mail.)		
Straits and Calcutta	A. Apoor	Saturday, 16th, 2.00 P.M.
Straits and Calcutta	Laisang	Tuesday, 19th, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco	China	Tuesday, 19th, 5.00 P.M.

COMMERCIAL.

CLOSING QUOTATIONS.

12th January.

ON LONDON.—	
Telegraphic Transfer	110 1/2
Bank Bills, on demand	110 1/2
Bank Bills, at 30 days' sight	110 1/2
Bank Bills, at 4 months' sight	110 1/2
Bank Bills, at 6 months' sight	110 1/2
Bank Bills, at 9 months' sight	110 1/2
Bank Bills, at 12 months' sight	110 1/2
ON PARIS.—	
Bank Bills, on demand	232 1/2
Bank Bills, at 4 months' sight	236
ON GERMANY.—	
On demand	189
ON NEW YORK.—	
Bank Bills, on demand	44 1/2
Bank Bills, at 60 days' sight	45 1/2
ON BOMBAY.—	
Telegraphic Transfer	137
Bank, on demand	137 1/2
ON CALCUTTA.—	
Telegraphic Transfer	137
Bank, on demand	137 1/2
ON SHANGHAI.—	
Bank, at sight	71 1/2
Private, 30 days' sight	72
ON YOKOHAMA.—On demand	314
ON MANILA.—On demand	Nominal
ON SINGAPORE.—On demand	Nominal
ON BATAVIA.—On demand	111 1/2
ON HAI PHONG.—On demand	12 p.p.
ON SINGON.—On demand	2 p.p.
ON BANGKOK.—On demand	64
SOVEREIGNS, Bank's Buying Rate	£51.80
GOLD LEAF, 100 fine, per tola	₹57.30
BAR SILVER, per tola	₹27 1/2